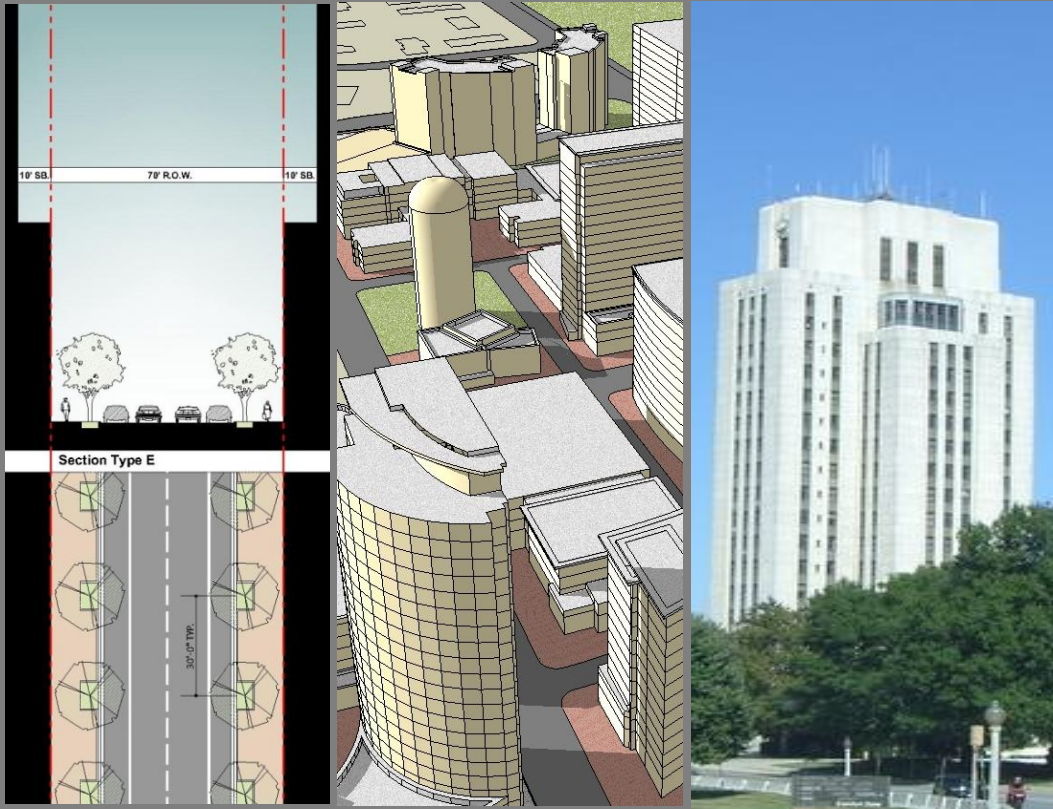


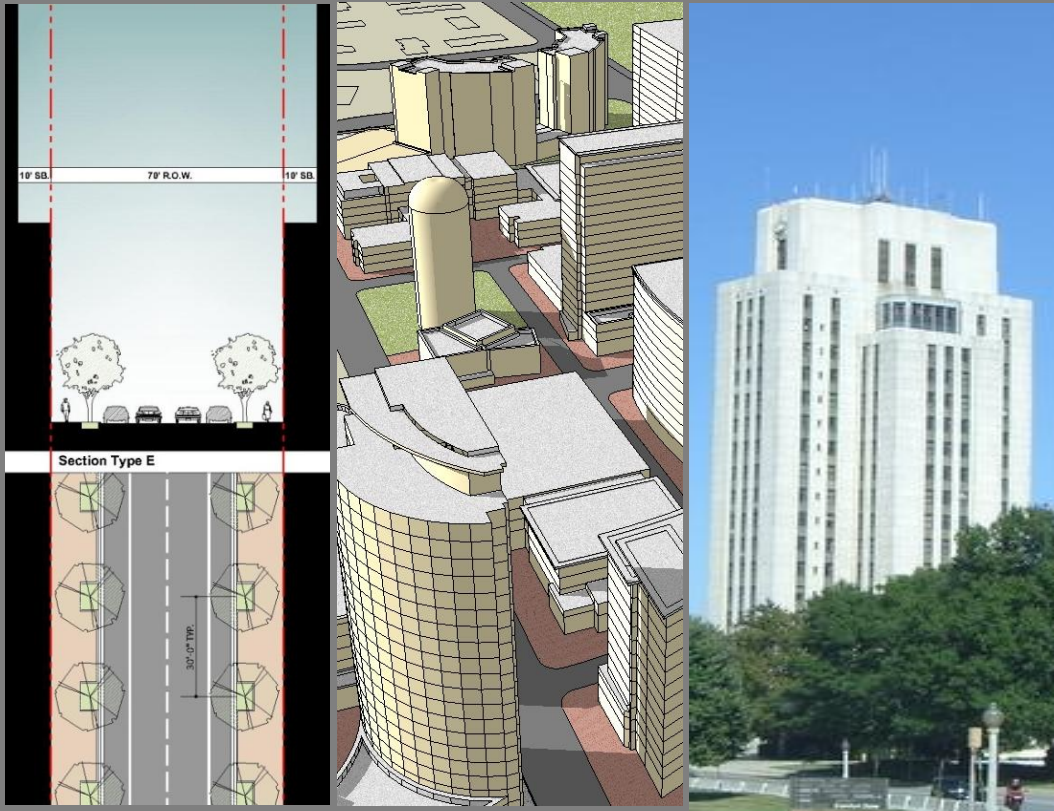
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April 27, 2010

BRAC Presentation

Vision



The BRAC area will be a catalyst to create and build a world class center of medical excellence that preserves, enhances and respects the existing community.

Source: BIC

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Characteristics

- Brand community as world class medical center where community can live, work, play, innovate, learn and heal.
- Ensure safe and reasonable access to existing communities
- Ensure connections beyond BRAC projects
- Ensure short term demands meet long term goals
- Create a national model for transit oriented development
- Provide mobility for all users/ modes to the hospital
- Address unintended consequences in project delivery
- Improve existing pedestrian safety (complete sidewalks and crosswalks)
- Create a realistic vision that takes into account all constraints
- Balance access, mobility, green space and aesthetics
- Maximize use of the Metro station as a mobility hub
- Sustain a strong business community

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Master Plans

BCC Master Plan Goals:

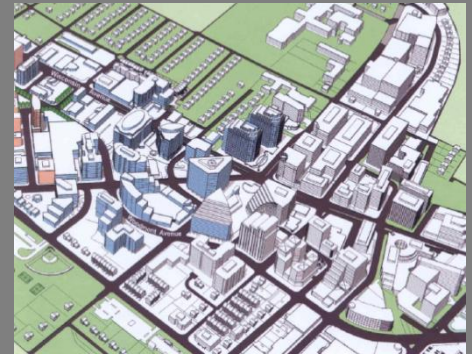
1. Enhance the quality of life
2. Balance employment development with transportation capacity
3. Balance housing supply
4. Protect residential communities
5. Achieve a shift in travel from automobile to transit and other modes
6. Protect natural resources
7. Contribute to a strong sense of community



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Actions

- **Master Plans** – Coordinate Master Planning efforts (BCC Master Plan, White Flint and Bethesda CBD, NIH and Naval Medical)
- **Transportation** - Create a superior multi-modal environment:
 - Coordinate Facilities (roads, intersections, transit, bikes and pedestrians)
 - WMATA and other transit improvements
 - Emphasize Transportation Management
- **Neighborhoods and Design** -
 - Design a high quality boulevard for MD 355
 - Preserve and enhance adjacent neighborhoods



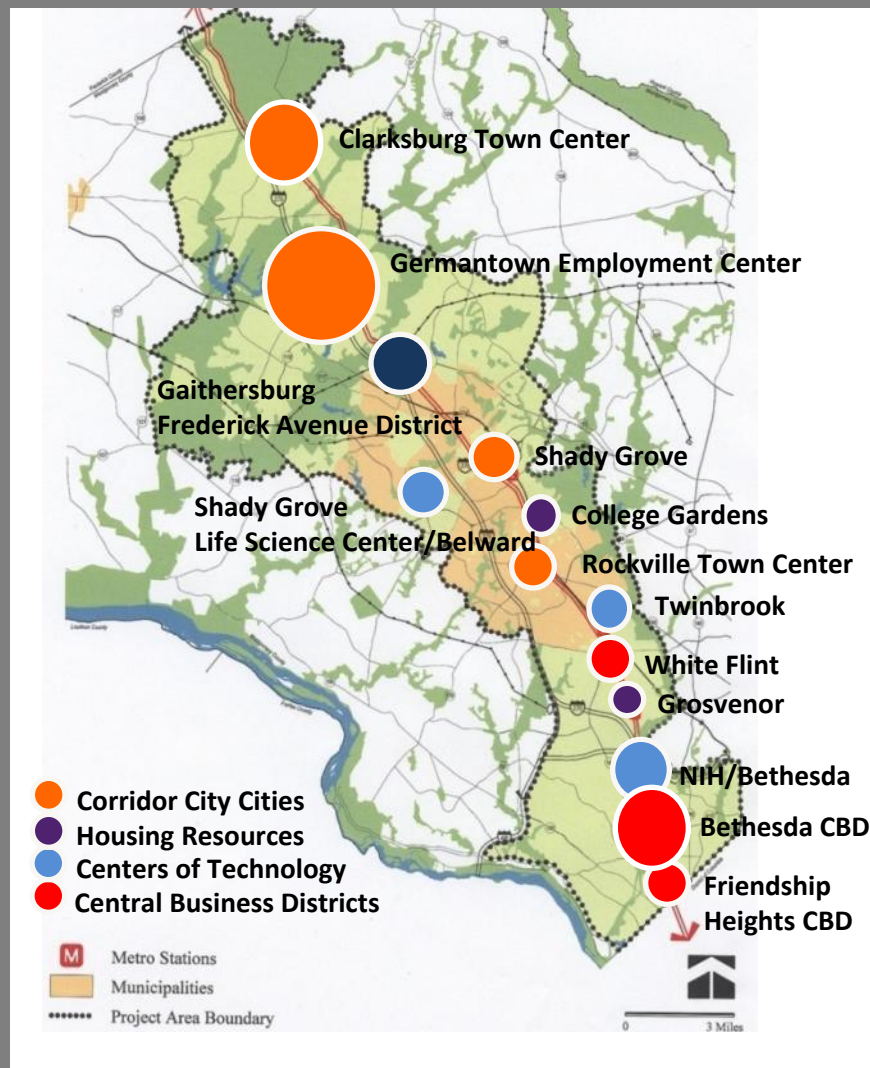
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Master Plans

MD 355/I-270 Corridor Vision:

Transform the Corridor into a coordinated series of connected, enhanced, and livable centers.

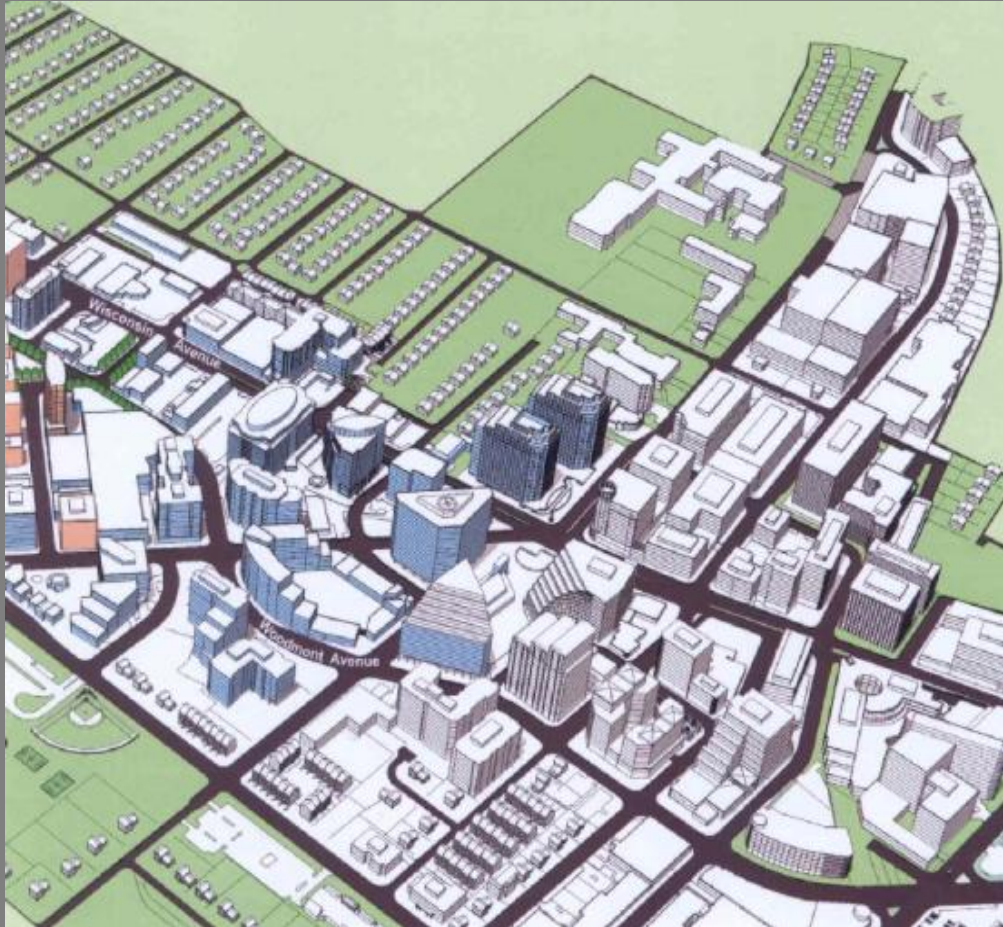
- Enhance the Centers
- Connect the Corridor
- Establish MD 355 as an outstanding Boulevard
- Balance Land Use and Transportation:
 - Variety of Facilities
 - Land Use Planning
 - TMP
- Plan for Transit



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Master Plans

Bethesda CBD

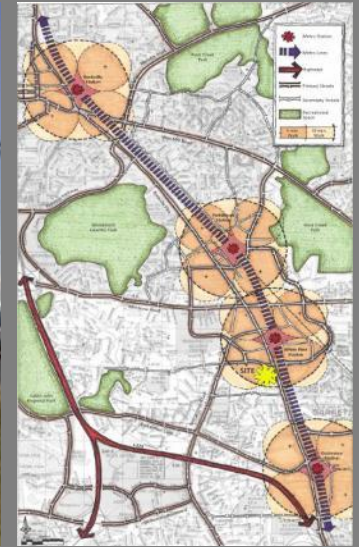
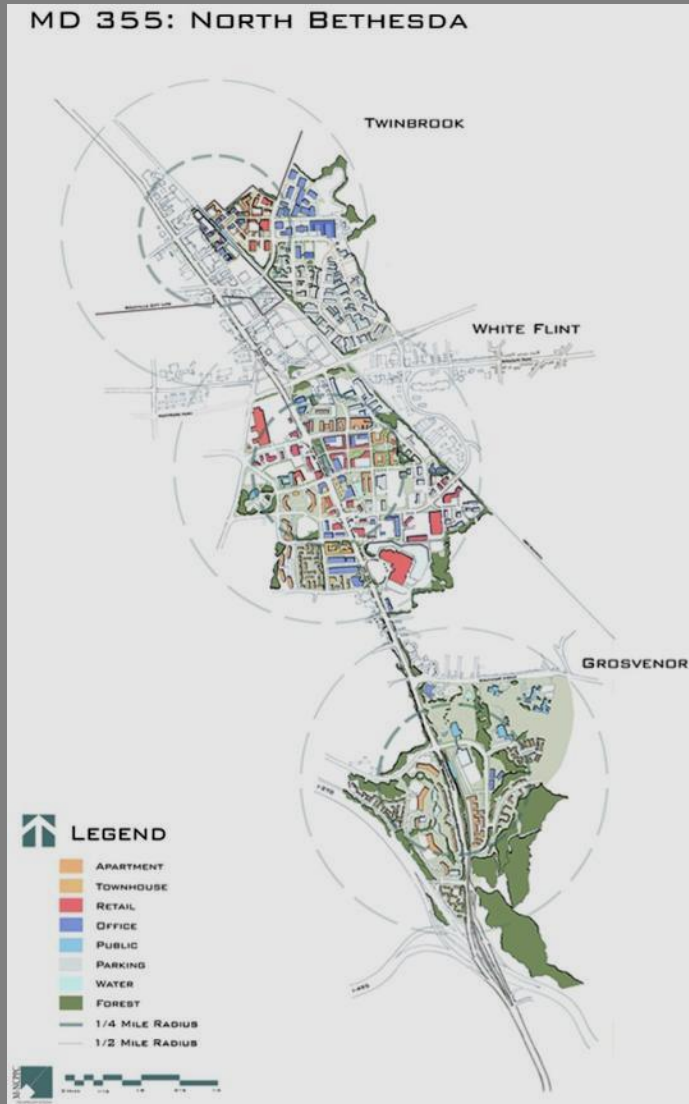


Bethesda

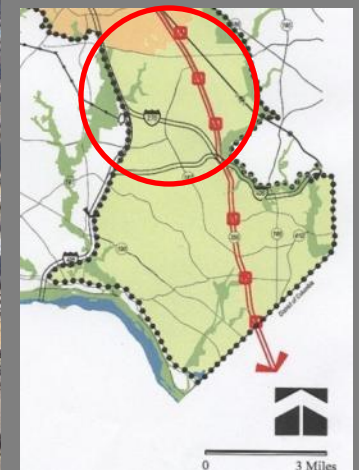


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Master Plans



North Bethesda



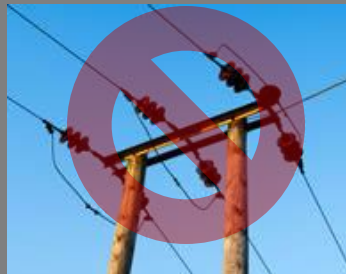
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Master Plans

White Flint



Wide Sidewalks
Street Beautification
Safe intersections
Underground Utilities



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Master Plans

White Flint

Area 1

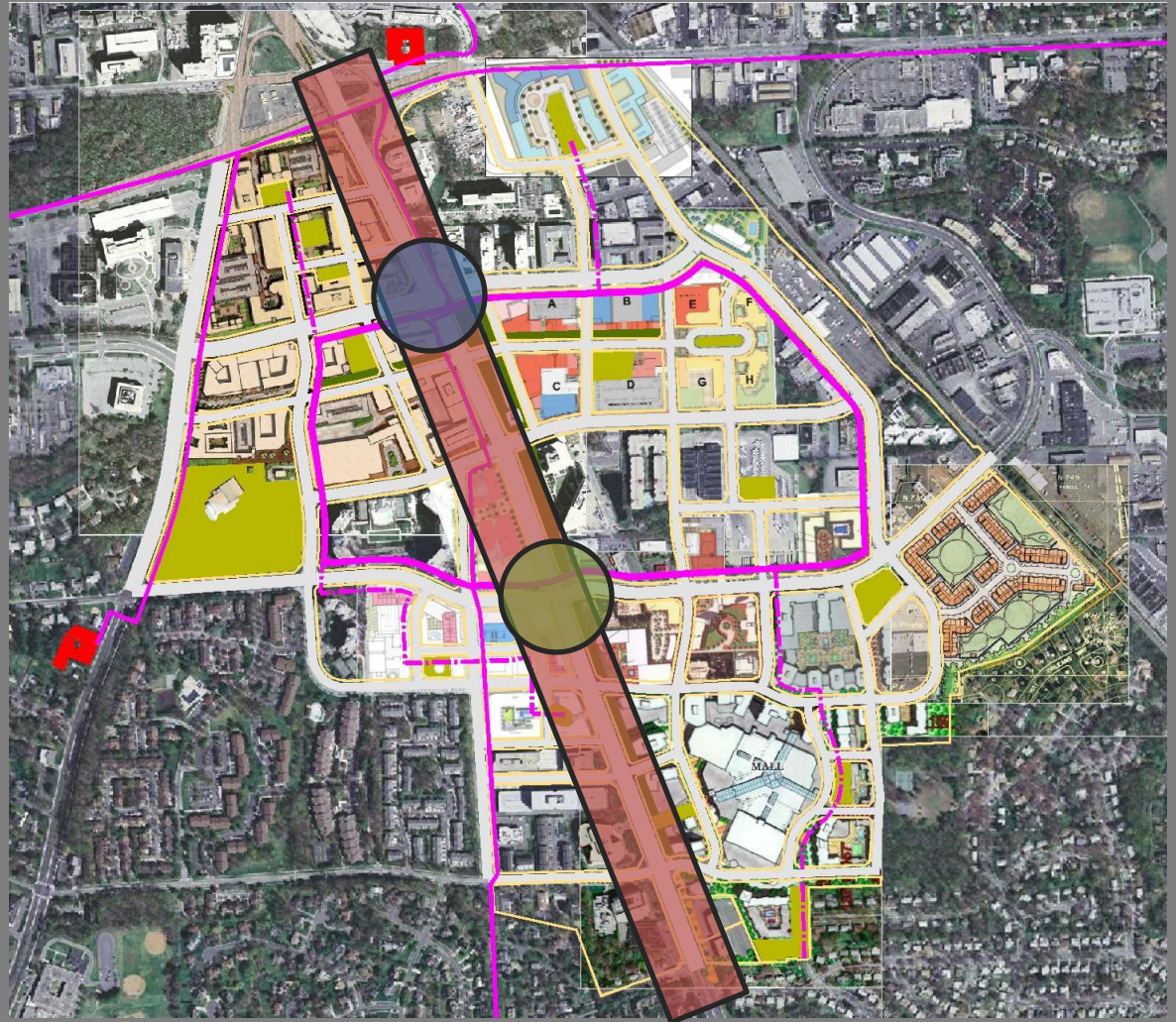
Improving the pedestrian environment along Rockville Pike

Area 2

Intersection of MD 355 with Old Georgetown Road

Area 3

Intersection of MD 355 with Nicholson Lane



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Master Plans

White Flint



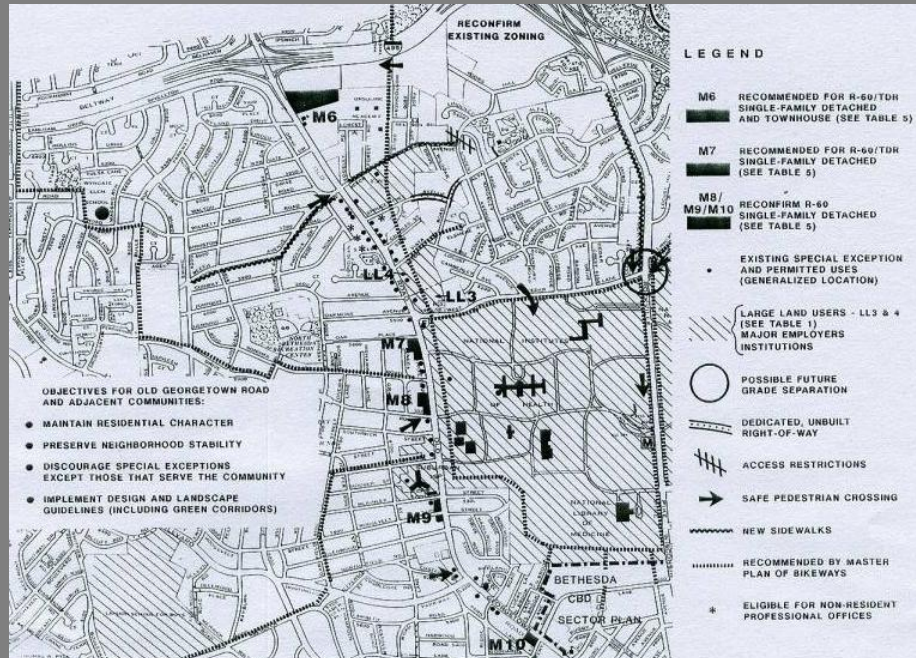
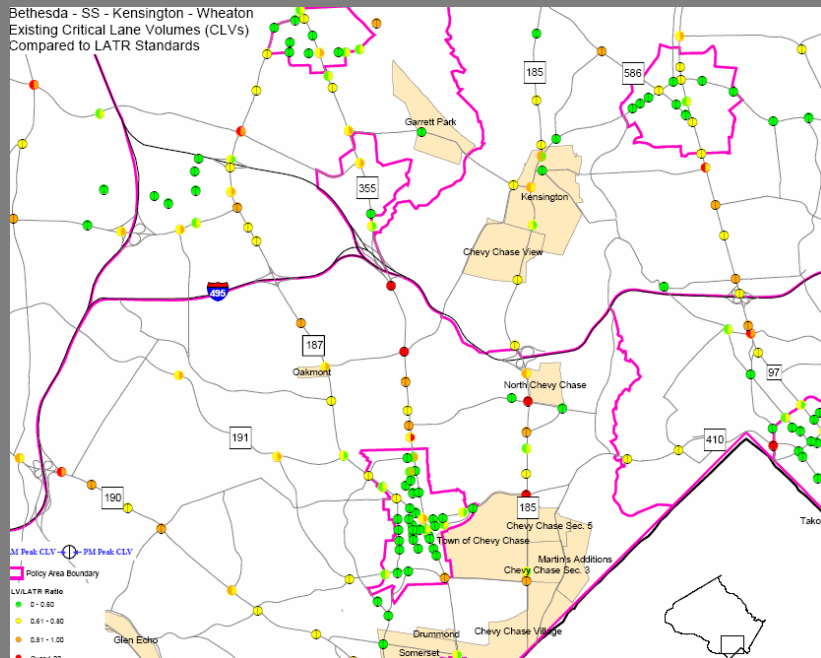
Wide Sidewalks
Street Beautification
Safe intersections
Underground Utilities

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Master Plans

B-CC Master Plan Vision:

- Transportation:
 - Moderate highway improvements
 - Improve pedestrian and bicycle access
 - Expand transit
 - Enhance TMP
- Land Use and Design:
 - Enhance residential communities along the major highways
 - Expand housing options
 - Enhance green corridors
 - Improve design of infrastructure



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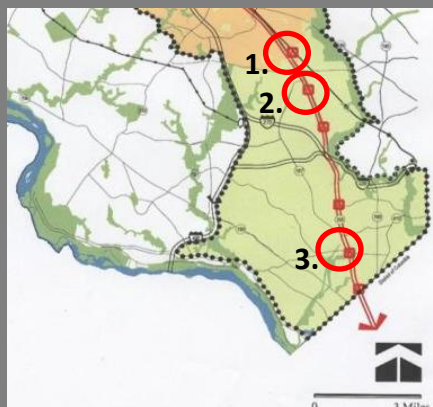
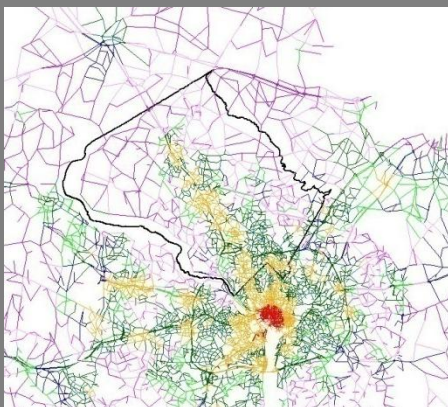
Master Plans

Housing: 46,566 potential units

Name of Center	Existing	Existing Master Plans	Pending/ Approved Master Plans	Potential MPDUs/ Workforce Housing	J/H Ratio
1. Twinbrook	1,215	1,653	3,077	690	5.69
2. White Flint	2,140	6,700	14,200	3,100	2.87
3. Bethesda	16,199	23,187	48,843	10,990	3.90
Totals	19,554	31,540	66,120	14,780	

Four-step model:

- Trip generation
- Trip distribution
- Mode choice
- Trip assignment



Hotels: 2380 existing rooms



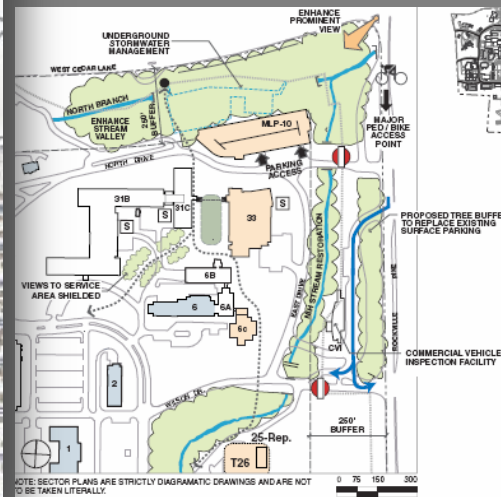
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NIH Master Plan

Illustrative



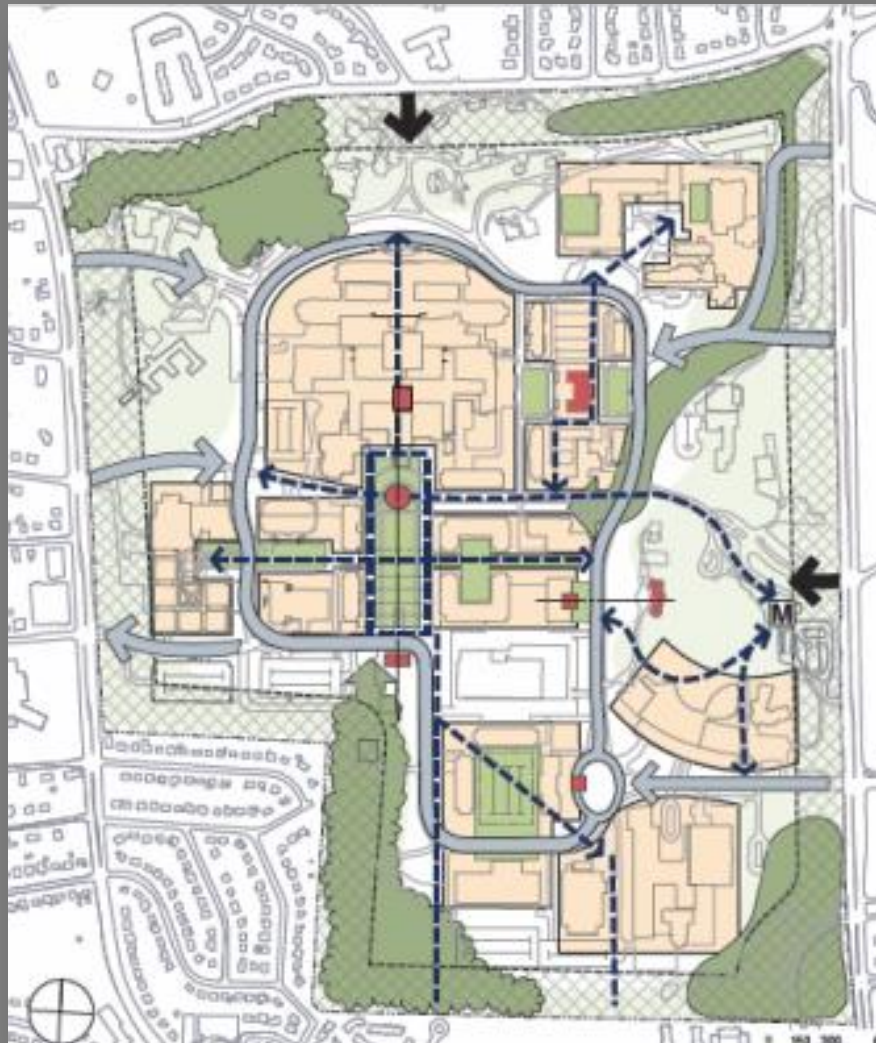
Bicycle Network



Landscape Plan

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NIH Master Plan



New Streetscape Plan for
Wisconsin Avenue

Concept Diagram

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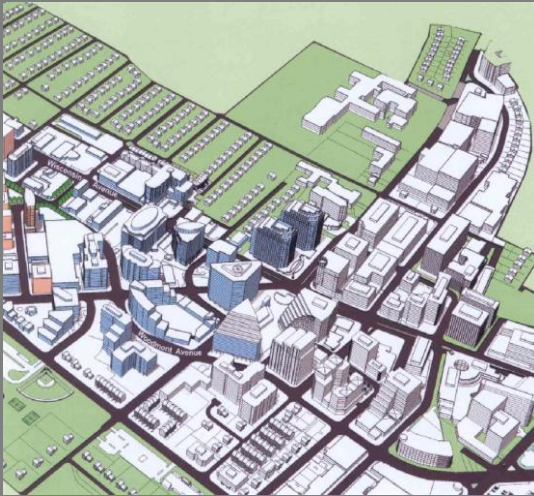
Naval Medical Master Plan



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Master Plan Coordination

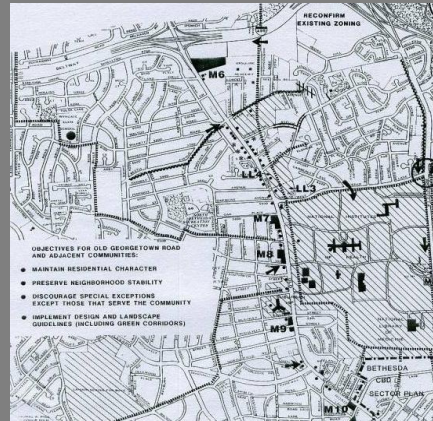
Bethesda CBD



White Flint



NIH



MD 355/I-270

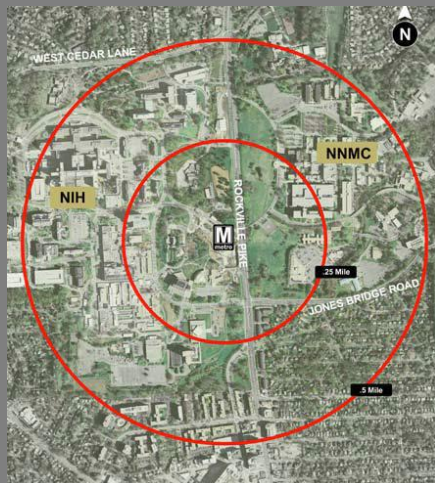
BCC

Naval Medical

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Transportation

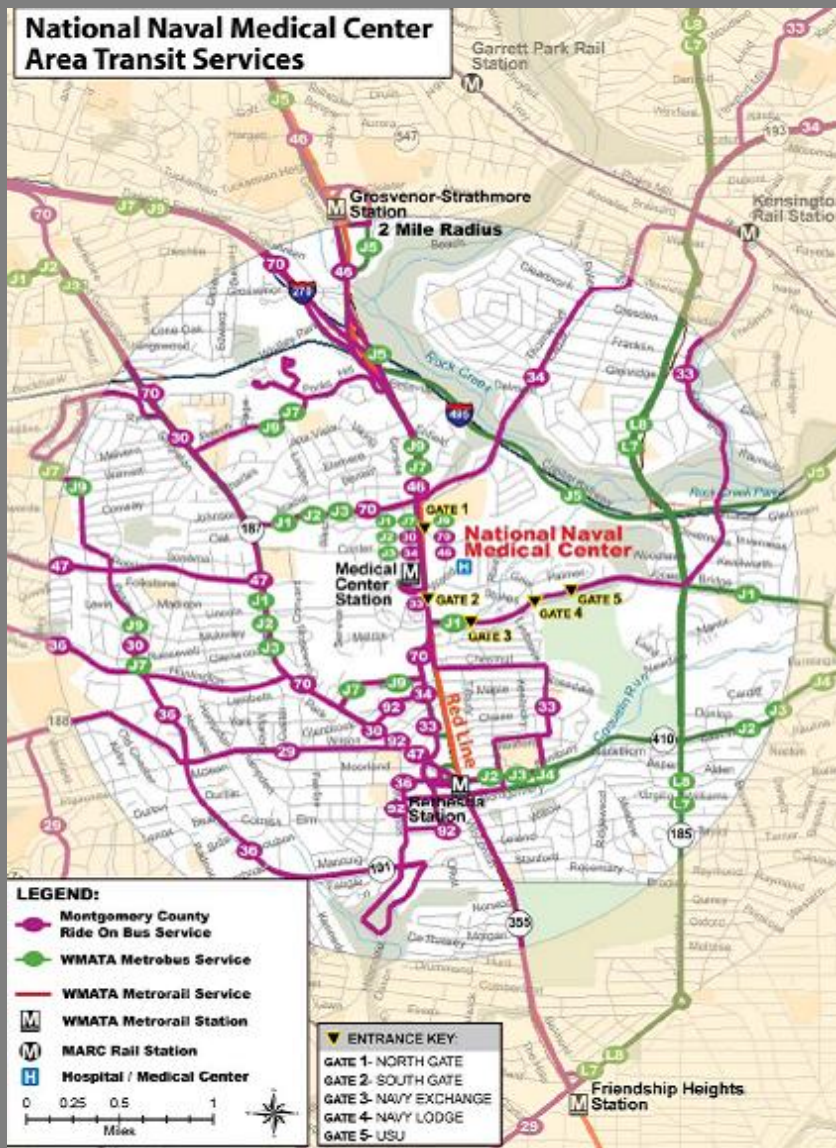
Transit Improvements



WMATA
Station
Improvements

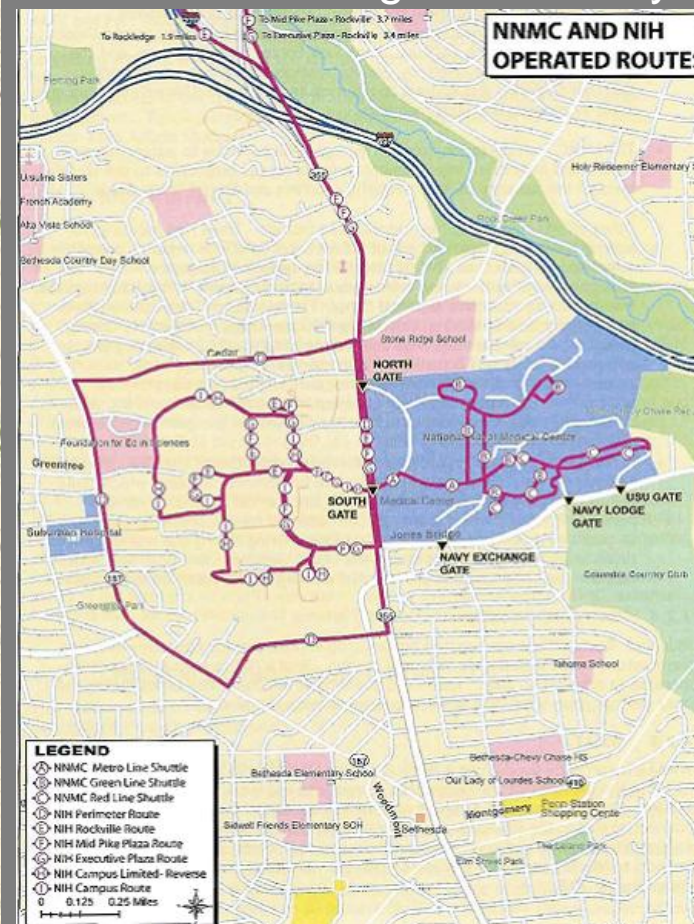
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Transportation



Transit Improvements:

- WMATA Bus
- Ride On Bus
- Increase sharing of shuttle system



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Transportation

Rockville Pike Transitway



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Transportation

Primary objectives of the Transportation Management Program:

- Reduce single-occupant vehicular (SOV) trips
- Increase Average Vehicle Occupancy (AVO) ratios from 1.12 to 1.5 by 2018.
- Increase transit mode share by 3% by year 2011 and by 8% by year 2018.
- Reduce parking supply and demand (1 parking space for every 3 employees by 2018)
- Identify strategies implemented with other local area agencies and organizations
- Improve patient access and parking
- Obtain reliable transportation and parking information and data.

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Transportation

General Recommendations



- Emphasize designs that create great streets
- Improve and upgrade connections for each mode at locations where needs are greatest
- Construct projects that are consistent with SHA's Bicycle and Pedestrian Design Guidelines
- Provide continuous lighting along major roadways
- Shade trees to separate the sidewalk/ shared use path from the roadway and to screen adjacent properties
- Reduce pavement widths where feasible with operational improvements

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Transportation

Rockville Pike (MD355)

- Additional travel lanes used for transit priority in the future to optimize person throughput
- Shade trees between the curb and sidewalk/shared use path, with customized planting plans that reflect the landscaping goals of the NIH and NNMC Master Plans
- Median trees and large trees on NIH campus preserved where possible
- Improvements at Medical Center Metro Station that promote the goals of NNMC's TMP
- Construction of additional northbound lane or a separate BRT facility could impact NNMC fence
- Construction of Cedar Lane interchange could require greater impacts on Stone Ridge School and park



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Transportation



Connecticut Avenue (MD185)

- Shade trees between curb and sidewalks
- Median trees preserved where possible south of Jones Bridge Road
- Adequate and safe access to communities and individual homes

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Transportation



Old Georgetown Road (MD187)

- Shade trees between the curb and sidewalk/shared use path
- Median trees and large trees on NIH campus preserved where possible
- A continuous shared use path from the southern boundary of the NIH campus to Charles Street to complete the North Bethesda Trail

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Transportation



West Cedar Lane

- Shade trees between the curb and shared use path on south side
- Large trees on NIH campus preserved where possible
- Segments of the two-way center turn lane could be replaced by landscaped median and/or patterned pavement to improve the appearance and to provide traffic-calming

Transportation



Jones Bridge Road

- Shade trees between the curb and shared use path on the north side
- Segments of the two-way center turn lane could be replaced by landscaped median and/or patterned pavement to improve the appearance and to provide traffic-calming

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Neighborhoods and Design

Create a Green Corridor: Civic Pride and Community Identity
Worthy of the Nations Capital: Premier Health Services in the U.S.

- Pride of Place
- Trees
- Sidewalks and Shared use Path
- Lawn Panels and Medians
- Underground Utilities
- Special Intersections
- Lighting for Pedestrians
- Bikes

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Neighborhoods and Design

Pride of Place



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Neighborhoods and Design

Trees



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Neighborhoods and Design

Sidewalks separated from curb



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Neighborhoods and Design

Lawn Panel and Medians



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Neighborhoods and Design

Clearly marked crosswalks



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Neighborhoods and Design

Bikes



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Summary

Master Plan Coordination

Transportation

- Facilities:
 - Priority intersection improvements
 - Metro street crossing (tunnel, crosswalks)
 - Sidewalks and bike facilities
 - Lighting
- Transportation Management Program
- Transit

Neighborhoods and Design

BRAC Presentation Design

